

TWENTIETH MEETING (MINORITY)

THE SPECIAL TOWN PLANNING COMMITTEE meets in the Committee Room, City Hall, on Wednesday, May 26th, 1920, at 8.30 p.m.
PRESENT: Alderman Seabrook (Chairman) and Messrs. J.A. Cottam and Geo. H. Belton.

Upon motion, the Committee adjourned.

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Chairman.

Council Chamber, City Hall,
May 26th, 1920.

TWENTY-FIRST MEETING.

THE SPECIAL COMMITTEE ON RAILWAY CROSSINGS meets in the Council Chamber, City Hall, on Wednesday, May 26th, 1920, at 8.15 p.m.
PRESENT: Aldermen Dr. J.C. Wilson (Chairman) Drake, Moorhead and His Worship Mayor Little and Mr. C. Forrester, G.T.R. Superintendent.

50 MINUTES.

The minutes of the first meeting of this Committee (tenth meeting) are confirmed and signed by the Chairman.

51 SUBWAYS (see par. 11, 31)

London Motor Club stating that at their last meeting the following resolution was adopted, namely:

"That the London Motor Club, representing the foremost users of the city thoroughfares, do hereby petition and pray the Council of the City of London to use their utmost endeavors to have the Railway crossings at Ridout or Talbot Streets, also Waterloo and Adelaide Streets made into subways at the earliest possible time, and if the funds for making these improvements are not available out of this year's estimates, it is recommended that a few blocks of permanent work be sacrificed in lieu of these more important and most necessary subways."

H. Cronyn acknowledging receipt of communication of the 20th inst. with reference to level crossings in London and stating that he has placed the matter before the Chairman of the Railway Board.

Alderman Drake moves, and it is adopted, that Engineer Brazier be requested to report on the erection of a traffic bridge at Egerton Street and give estimate of cost.

Alderman Drake, seconded by Alderman Moorhead, moves, and it is adopted, that Engineer Brazier be requested to report upon subways at Rectory Street and Waterloo Street giving estimate of cost.

Mr. Forrester states that he has no authority to speak for the Grand Trunk but he would immediately take the matter up with the Engineering Department with a view of securing a report with estimates for the cost of constructing subways at these two streets.

The Committee also expressed an opinion in favor of constructing sufficient pavement to make the subway at Thames Street available for traffic.

52 CROSSING SERVICE (see par. 11, 31)

T.G. Meredith stating that he had received from Mr. Cartwright, the Secretary of the Board of Railway Commissioners for Canada, a copy of a Judgment on William and Maitland Street crossings, which he enclosed. Mr. Cartwright, in sending the copy of the Judgment, says that he is directed to ask for submissions in accordance with the concluding portion of the Judgment.

He asked to be informed as to what reply he should make to Mr. Cartwright's letter. He presumes that the submission referred to by Mr. Cartwright is as to the protection of the William and Maitland Street crossings of the Grand Trunk by watchmen from seven p.m. to seven a.m. and as to the proposed division of such cost by charging the sixty per cent thereof to the Railway Company and forty per cent to the city, there being no amount which can be contributed out of the Railway Grade crossing fund in case of the expense of the installation of watchmen.

JUDGMENT

Re William Street and Maitland Street crossings of the Grand Trunk Railway in the City of London, Ont. Files 9437, 923 and 9437.1195.

McLEAR, ASSISTANT CHIEF COMMISSIONER:

Under Orders Nos. 25012 of May 27th, 1916 and 26833, of December 15th, 1917, provision was made for protection at Waterloo, Colborne, Adelaide, Rectory and Burwell Streets in respect of the crossings over the tracks of the Grand Trunk Railway Company in the City of London, Ont.

A report has been called for and obtained regarding the traffic using William and Maitland Street crossings. The returns made are for two 24 hour periods, from 6 a.m. of April 12th, 1920 to 6 a.m. of April 14th, 1920. Dividing these returns according to day and night movements the following is available:

Day movements, totals and averages per hour, for twenty-four hour period -

Street	Trains		Switch movements		Pedestrians		Vehicles	
	Total	Av.	Total	Av.	Total	Av.	Total	Av.
William	45	1.8	70	2.9	1097	45.7	458	18.7
Maitland	58	2.8	144	6.	935	38.9	409	17.1

Night moves, totals and averages per hour, for twenty-four hour period.

Street	Trains		Switch movements		Pedestrian		Vehicles	
	Total	Av.	Total	Av.	Total	Av.	Total	Av.
William	35	1.4	63	2.6	631	26.2	151	6.2
Maitland	40	1.6	100	4.1	257	14.4	79	3.2

As set out in the Board's Order No. 27768 of October 9th, 1918, the Grand Trunk Railway Company at present maintains watchmen, but its voluntary action, at William and Maitland Streets, between the hours of 7 a.m. and 7 p.m. The Order in question recognizing it was in the interest of the public safety that such watchmen should be maintained directed their continuance.

On the analysis of the traffic above set out, further protection at the two crossings in question is justifiable.

On present costs, the installation of gates costs approximately \$3,000.00. The operation of gates on three eight hour shifts costs \$90.00 per month for each of the watchmen; and the maintenance of other costs incidental thereto bring the cost up to approximately \$4,000 a year. To the operation and maintenance, no contribution can be made from the Railway Grade Crossing Fund. Protection by watchmen operating on three eight hour shifts costs, at present, \$270 per month.

The City and the Railway Company should be asked to show cause why protection, by watchmen, should not also be provided from 7 p.m. to 7 a.m. and in respect of this additional protection the cost to be divided sixty per cent to be borne by the railway company and forty per cent by the city. On account of the provisions of the Railway Grade Crossing Fund, the grants therefrom being limited to aid actual construction, no grant can be made in ease of the expense of the installation of watchmen.

On submissions being received from the City and the Railway Company, the matter will be further dealt with.

Sgd. S J McLean.

April 26th, 1920.

I concur, but as I expect to be in London in a few days, I wish the matter to stand for a short time, as I will take the opportunity of discussing the solution while there.

Sgd. F.B.C.

28/4/20.

C. Forrester referring to letter of the 20th April in regard to report of the Special Committee on railway crossings in which the Company is requested to co-operate in the matter of placing young men at the crossing and also that they instal bell or light system at crossings.

He would be pleased to co-operate with the Committee in any way possible to make the crossings safer and they can at the same time go into the matter of bell or light system referred to.

Alderman Drake, seconded by Alderman Moorhead, moves, and it is adopted, that the City consent to the Order of the Dominion Railway Board re crossing protection.

53 WATCHMEN (see par. 11, 31)

Mr. Forrester states that all the men on the crossings are subject to a physical test respecting eye sight and hearing and he promised to give the matter his personal attention. It was a difficult matter to secure young men for the service, but the company would endeavor to act in conformity with the wishes of the Council.

54 BILL BOARDS AND FENCES (see par. 31)

Engineer Brazier states that he did not know of the meeting and would have a report ready shortly.

55 BELL OR LIGHT SYSTEM (see par. 31)

Mr. Forrester states that, in his opinion, the bell or light system would not be workable. The constant ringing of the bells would be a source of annoyance to the residents in the neighborhoods and there were too many switches to make it possible to operate this system.

Upon motion the Committee adjourned.

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Chairman.

Council Chamber, City Hall, London,
May 27th, 1920.

TWENTY-SECOND MEETING.

THE SPECIAL STREET RAILWAY COMMITTEE of No. 1 Committee meets in the Council Chamber, City Hall, on Thursday, May 27th, 1920, at 8.10 p.m.

PRESENT: Aldermen Dr. Wilson (Chairman) Drake, Wheatcroft, Bridge and His Worship Mayor Little and Messrs. Tait, King and Humeston.

56 MINUTES.

The minutes of the nineteenth meeting (first meeting of this Committee) are confirmed and signed by the Chairman.

57 STREET RAILWAY FARES AGREEMENT (see par. 49)

R.A. Kent submitting copy of bill No. 235 to amend the Ontario Railway Act to authorize the Railway Board to sanction increase in fares.

Filed. stating

T.G. Meredith that he will not be in his office on Friday, but would be able to see the Committee on Saturday.

Filed.

The Committee informally discusses the proposed agreement and the following matters are considered:

(1) That a special City of London Fund be created to which will be credited the difference between the fares under By-law No. 916 and the fares in the proposed by-law and agreement, out of which shall be first paid:

(a) The sum of \$36,000 to pay bonded indebtedness
(5% on \$720,000.00)

(b) The sum of 355,000 for paving to be paid to the city in monthly instalments.

(c) The balance, if any, to be disposed of as the city shall direct.

(2) A full service of thirty-nine cars shall be maintained, but

(3) The routing of cars may be changed on the recommendation of the Ontario Railway and Municipal Board or other authority approved by the Council

(4) The fares shall be five regular and seven limited tickets for twenty-five cents, the limited tickets to be used at the same hours as at present.

(5) The paving shall be estimated at one mile per annum; the city to do the concrete and pavement work and the Street Railway Company to do the special rail laying and track reconstruction.

(6) A minor penalty clause shall be inserted.

(7) The annual statement of the Street Railway Company shall be audited by the Ontario Railway and Municipal Board or such other auditors as the Council may appoint.

(8) A vote of the ratepayers shall be taken upon the question.

(9) Nothing in the proposed agreement shall invalidate the provisions of By-law No. 916.

Mr. Tait objected to the stating of a definite sum for reduction of bonded indebtedness or paving construction, claiming that, in the event of a falling off of traffic through increased fares, the Company would have no funds to meet same.

Upon motion the Chairman and Secretary are authorized to interview the City Solicitor for the purpose of having the proposed by-law and agreement prepared for submission to the Council.

Upon motion the Committee adjourned.

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Chairman.